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IN PERFECT CONDITION FOR IMMEDIATE CONSUMPTION.
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		Changchun (S.M.R. Train) ...	Ar. 10.25 "	Mon.	Thurs.	Sat.			
	Y 11.50	Harbin (Russian Train) ...	Ar. 4.50 a.m.	"	"	"			
	E 9.60	Shanghai (Steamer) ...	Ar. 6.00 "	"	"	"			
		Dairen (S.M.R. Train) ...	Ar. 1.45 p.m.	"	"	"			

SOUTH BOUND.									
Connecting at Harbin with						{	State	State	Wagon
							Express	Express	Lit.
							from	from	from
							St.	Moscow	Moscow
							Feig.		
R 9.60	Harbin (Russian Train) ...	Lv. * 7.20 a.m.	Mon.	Wed.	Fri.				
	Changchun (S.M.R. Train) ...	Ar. * 3.30 p.m.	"	"	"				
Y 11.50	Mukden (S.M.R. Train) ...	Lv. 4.00 "	"	"	"				
	" " " " " "	Ar. 11.00 "	"	"	"				
Y 14.95	Dairen (S.M.R. Train) ...	Lv. 2.30 "	Tues.	Thurs.	Sat.				
	" " " " " "	Ar. 11.20 a.m.	"	"	"				
Y 40.00	Shanghai (Steamer) ...	Lv. Noon.	Fri.	Mon.					
	" " " " " "	Ar. a.m.	"	Sat.	Mo.				

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The Salvage Steamer "ARIMA-MARU", pumping capacity per hour 2,000 tons.
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THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
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J. H. TAGGART, Manager. [a23]

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H. HAYNES,
Manager.
Hongkong, 2nd August, 1912. [a157]

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Large and Comfortable Lounge, Private and
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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a59]

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Fine View of the Harbour.
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Hongkong, 4th December, 1907. [a37]

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REASONABLE RATES.
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[1055]

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ROYAL GEORGE HOTEL.
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A FIRST CLASS FAMILY RESIDENTIAL AND TOURIST
HOTEL, free from traffic noises, Renovated
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Bath Room with Shower to every Room.
Electric Light throughout and Electric
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Terms: per day. per month.
Single Person \$3.50 to \$5 \$65 to \$95.
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N. J. NATHAN,
Manager.
Kowloon, 12th September, 1912. [a336]

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19, QUEEN'S ROAD CENTRAL
FURNITURE AND PHOTO GOODS
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Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [56]

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SOLE AGENTS:

A. S. WATSON
& CO., LTD.,

ALEXANDRA BUILDINGS.

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BIRTH.

At Alderleyedge, on October 7th, the wife of WILLIAM LEONARD CARTER, of a daughter. [191]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 10th, 1912.

THE Report of the Committee appointed some months ago to enquire into the excessive cost of and the delay in the completion of certain public buildings in Hongkong, which has been recently made public, renders some of the figures contained in the Appropriation Bill, which was introduced in the Council last week, more than usually interesting. From these it is to be gathered that the estimated expenditure upon Public Works—recurrent and extraordinary—during the coming financial year is \$2,128,900; whilst on the other hand the cost of the Public Works Department during the same period is estimated to be \$380,651. The proportion between these two appropriations is so remarkable that it suggests that they are abnormal or unusual; and it seems fair, before drawing any unfavourable deductions from them, to compare them with those of previous years. An examination of the official records for the past ten years reveals the fact that the corresponding estimated expenditures have been as follows:—

Expenditure on Public Works.	Cost of P.W.D.
1903.—Recurrent	\$400,700
Extraordinary	1,273,400
1904.—Recurrent	390,500
Extraordinary	1,815,300
1905.—Recurrent	409,200
Extraordinary	1,661,800
1906.—Recurrent	437,500
Extraordinary	1,210,700
1907.—Recurrent	437,500
Extraordinary	822,900
1908.—Recurrent	433,000
Extraordinary	1,042,600
1909.—Recurrent	427,500
Extraordinary	940,520
1910.—Recurrent	416,200
Extraordinary	1,080,400
1911.—Recurrent	429,100
Extraordinary	1,147,980
1912.—Recurrent	435,600
Extraordinary	1,693,300
Total	\$18,886,000 \$19,057,371

From these figures it appears that, over a series of years, the cost to the community of the preparation of plans, the supervision of works, and other miscellaneous services by the Public Works

Department has amounted to the extraordinary amount of nearly 20 per cent. upon the value of the works executed. It may be, and no doubt will be, maintained that a proportion of the work done by the Public Works Department is of an advisory nature; that the energies of some of the members of the staff are engaged in administering the Public Health and Buildings Ordinances; and that the time of others is taken up in the preparation of surveys, etc.; but taking all these circumstances into consideration it must be admitted that the figures "give one furiously to think"—more especially, as apparently no allowance is made for office rent, stationery, etc.; for the charge upon the funds of the Colony for pensions to returning officers; or—so far as can be judged—for the large fees that have been paid to Sir Asron Wynn, and to local architects for designing the Law Courts, the Kowloon Water Works, the new Government Offices and other important works; which would increase the cost of the Department to a still higher figure. The scale of remuneration recognised by the Institute of Civil Engineers and by the Royal Institute of British Architects for the preparation of plans and the supervision of works, is, we believe, 5 per cent. upon the cost of the works, and a further 1½ per cent. if Bills of Quantities are prepared. The proportion between these figures and those we have quoted above is so marked that it would appear that some enquiry is called for into a system under which such liabilities are incurred. The suggestion has been made from time to time in rebutting accusations of carelessness or delay—that the Department, so far from being extravagantly conducted, is in point of fact actually under-officed, but can this be seriously maintained? We are told that there are private firms in the Colony—two or three at least—who in the course of a year probably carry out works equalling, if not exceeding, in importance those undertaken by the Public Works Department. A glance at the local directory shows that these firms conduct their business with a staff of from four to five qualified civil engineers or architects; by whom—as in the case of the Public Works Department—many miscellaneous duties are performed in the way of surveys, valuations, arbitrations, etc.; in addition to the actual preparation of plans and supervision of works. On the other hand, the Public Works Department is officered—again we take our figures from the local directory—by thirty! These comparisons are startling, and it is desirable that some explanation—if explanation be possible—should be given concerning them. It is not necessary, nor would it be generous, to jump to any conclusion that a fair proportion of the officers of the Department are other than well-qualified, hard-working, and conscientious; but a system under which the public apparently pays nearly 20 per cent. commission upon the value of the works carried out on its behalf must be in some respects inherently defective.

At the Magistracy yesterday a Chinese was convicted by Mr. Melbourne of allowing mosquito larvae to accumulate on his premises, and as he had been fined before for a similar penalty, his Worship imposed a fine of \$10, at the same time remarking that this sort of thing caused a lot of fever.

Quite a disturbance was created at the Shanghai and Hongkong wharf last week, the cause being a number of Sikhs, who, for the good of the settlement, were leaving for India and elsewhere by the I.C. str. *Han-gang*. A large number assembled on board the ship and on the wharf and gin bottles were passing freely, and the noise made by the crowd was deafening. Captain Wilde repeatedly ordered the well-wishers to go ashore, but they refused and finally the police were sent for to clear them off, which they did in short order.

An interesting case was heard before Mr. Melbourne at the Magistracy yesterday when a man was charged with wounding his wife with a pocket knife. The woman, who appeared in Court with both arms bandaged, said she came to Hongkong from the country to look for her husband, and when she found him he assaulted her. The defendant alleged that his wife ran off with two men, and he came to Hongkong to find her. He declared that it was she who assaulted him. His Worship imposed a fine of \$10, or in default fourteen days' imprisonment.

Our attention has been kindly drawn to the fact that the provision that "no passport need be applied for by persons going on excursions from the ports open to trade to a distance not exceeding 100 1/2 and for a period not exceeding five days," appears in the Tientsin Treaty of 1858, between Great Britain and China, Article IX. But the contention is that neither Hongkong nor Macao are "ports open to trade," within the meaning of the term in the treaties, but foreign country as far as China is concerned. On the other hand, we may point out that according to an official list issued by the British Legation, Lappa and Kowloon appear among the "Treaty ports and places opened by China to foreign trade." They are both ports of entry for Canton, but they appear to be recognised by the Chinese Government as "ports open to trade," and it would, therefore, seem to follow that the Treaty privilege we have quoted applies as much to these places as to others.

CORRESPONDENCE.

HONGKONG VOLUNTEER CORPS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—May I be permitted through your columns to associate myself with "Carbine's" remarks in your yesterday's issue? I have put in several years of Volunteer service and I have noticed repeatedly that promotion in the H.K.V.C., at least as far as my own Coy. is concerned, seems to be confined to one class of man.

I suggest that if the officers were to attend more drills and take a personal interest in the men of their respective Coys. the right man would stand a better chance of promotion than here before.

Deprecating the necessity of having to growl, and thanking you in anticipation of insertion.—Yours faithfully,

"TERRITORIAL."

VISIT OF H. E. THE GOVERNOR TO MACAO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, October 9th, 1912.

SIR,—In your account of the above in today's paper, you mention that after dinner (on Saturday, 5th inst.) the party admired the illuminations, etc., "under the clear light of the moon."

As the moon would not rise till about two o'clock on Sunday morning and give but little light till considerably later, unkind people may be inclined to remark on their Excellencies' hours, or perhaps your correspondent's vision.—Yours, etc.,

W. R. J.

POLO.

The final of the quarterly Polo Tournament will be played at 5 p.m. to-day, when the K.O.Y.L.L. meet Mr. Thicknesse's team:—K.O.Y.L.L.:—Capt. Agg, Capt. Hughes, Mr. J. de Hoghton and Mr. J. A. Jervois.

Mr. Thicknesse's:—Lieut. Maxwell, R.N., Mr. N. O. Place, Mr. W. B. Elwes and Mr. G. Thicknesse.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10 a.m. yesterday:—
"Cyclone or typhoon E. of Northern Luzon less than 300 miles distant moving W. or W.N.W."

THE SITUATION AT FOCHOW.

ARRIVAL OF THE CHINESE FLEET.

The greater part of the Chinese fleet and transports arrived at the Pagoda anchorage on the 6th inst. with upwards of 2,000 troops for the suppression of General Pang Shon-sing, ex-Chief of Police, who has been creating a good deal of trouble at Fochow. It is a matter of common report that this official has been "on the make," and has defied the constituted authorities. The Fochow people subscribed between them something approaching \$200,000 to induce him to depart, and so avoid bloodshed, and perhaps the burning of the city. Crowds of people have been flocking into Nantai, the foreign settlement, for safety, fearing what might happen in the native city. On Sunday, the 5th inst., the cruiser *Hai-ching*, with many high officials on board, including the new Tutuh, Tsén Chun-huan (a former Viceroy of Canton), and other warships arrived next day.

It is now said that General Pang has fled, and has escaped to Hongkong, or to Japan.

CORINTHIAN YACHT CLUB.

The annual meeting of the Hongkong Corinthian Yacht Club was held in the Club House last evening. Dr. Francis Clark, the Commodore, presiding over a good attendance of members.

Dr. Clark, in presenting the report and balance sheet for the year, said, "Gentlemen:—I am glad to say that your Committee are able to report another most successful year. You will see from the balance sheet, a copy of which has been sent to every member, that the Club is in a sound financial position. We have spent over \$1,500 on additions and repairs, including the building of a sea-wall to protect the eastern boundary of our lot; the Club house has been repainted throughout; thirty debentures have been redeemed; and we show a balance profit of \$1,268 on the year's working. Last year the balance sheet showed a profit of \$1,280, but this included a sum of \$180, which has proved to be non-recoverable—mostly subscriptions of members who had really left the Club but had neglected to send in their formal resignations; we have accordingly written off this amount. The Club ended the financial year with a cash balance of \$687 and outstanding debts to the amount of \$625, all of which are good, thus making a total of \$1,312. The reason for the large amount represented by outstanding debts is that our balance sheet has to be made up to the end of August, and therefore the debts for that month and some few for the previous month are necessarily outstanding. The treasurer assures me however that they are all good and that almost all of them have been already paid. Our other assets you see around you, and their total value has been put at practically \$10,000, while our liabilities are represented by \$3,520 in debentures and by certain outstanding trade and other creditors to whom is due the sum of \$712. Our membership totals practically 200; the actual figure at this moment is 192; while 38 new members have joined us during the past year. The wisdom of our policy in keeping the Club subscription down to \$10 a year has thus been amply justified, and there is now no immediate likelihood of any proposal to increase it. I am sorry to say that the rowing section of the Club has not flourished of late, in spite of the excellent racing boats which the Club provided some few years ago. The "cold eye" cast upon our oarsmen by the yachting members, has evidently affected their sensitive feelings, with the result that our boats have spent most of their time in the boat-house musing over past glories instead of a vain cleaving the waters of the harbour in advance of all rivals. Even the boldness of the General Committee in selling one of their smaller boats has not served to rouse the wrath of the Irish member who is Chairman of the Rowing section. Yachting, however, has been pursued with considerable vigour and the races during last season were well contested; the principal prize winners were Messrs. Blair, Cox, Dove and Hall, Col. Lean, Major Lyndon, Capt. Milroy, and Messrs. Melver, Rodger, Roseman and Sheddin.

The report and accounts as presented were adopted and passed. The election of officers resulted as follows:—Commodore, Dr. F. Clark; Vice-Commodore, Mr. G. G. Wood; hon. treasurer, Mr. R. Phillips; hon. secretary, Mr. A. P. Storrie; assistant hon. secretary, Mr. J. Spittles; official measurer, Mr. C. D. J. Bell; deputy measurers, Messrs. H. Coombs and W. Lambert; Committee, Messrs. J. Craik, M. Melvor, D. K. Blair, J. Reidie and E. F. Gibson.

Several minor alterations were made in the rules regarding the measurement of yachts in order to comply with the conditions required by the Y.R.A., and it was decided that in future alterations of equipment on yachts should be reported to the committee for handicapping purposes.

A question as to the continuation of Sunday racing, raised by Mr. Cox, was left to the committee to consider.

WAR DECLARED.

THE BALKAN CONFLAGRATION.

BIG BATTLE IN PROGRESS.

[THROUGH REUTER'S AGENCY.]

Reuter's correspondent at Cetinje telegraphed on Monday that Montenegro had declared war. This dispatch produced a profound sensation in London, as up to that time neither the Foreign Office nor any Embassy had received the news. Montenegro forestalled the action of the Powers by a few hours. Evidently the declaration had been precipitated by fighting on the Montenegrin borders. A later message from Cetinje stated that Montenegro had ordered its representative to quit Constantinople and had handed passports to the Turkish representative at Cetinje. There was heavy fighting all day on Monday, in which nine battalions of Turks were engaged against the Malissoris at Tuzi on the Montenegrin frontier, and this fighting continued all day on Tuesday. It appears from a Cetinje despatch that the Montenegrin Charge d'Affaires at Constantinople did not inform the Porte until Tuesday that Montenegro had declared war against Turkey.

The British Foreign Office received confirmation of the outbreak of hostilities on Tuesday afternoon.

In the House of Lords, Lord Crew, replying to Lord Lansdowne, reiterated the statement made in the House of Commons by Sir Edward Grey, and added that he was sorry to say he had received news of the fighting on the frontier as a sequel to Montenegro's declaration of war.

A telegram from Belgrade states that the Skupstina has voted an extra credit of £2,000,000.

The Russian Red Cross Society is sending 300 beds, seven doctors and 45 nurses to the scene of war.

Servian merchants are largely contributing to the war funds, and the community is providing for the families of soldiers.

Before the outbreak of hostilities the Government at Constantinople, anxious to allay misinterpretations of the projected reforms, announced that there was no question of autonomy for Macedonia or appointment of a Christian Governor General. Meanwhile an active war propaganda was being carried on by the Union and Progress party, which aroused apprehension and it was feared that any moderate action by the Government would be regarded as weakness, thus multiplying the chances of war.

Up to 6 o'clock on Tuesday evening the Bulgarian, Servian and Greek Ministers at Constantinople had not received instructions, but no doubt was entertained that these Governments would follow the lead of Montenegro.

The Austrian and Russian Ministers on Tuesday delivered to the Bulgarian and the other Governments of the Balkan States the representations of the Powers in favour of peace.

The Austro-Hungarian Government has resolved to ask the Delegation for a supplementary credit of £11,000,000 for the purchase of howitzers, mountain guns, aeroplanes, and war material.

A later telegram from Cetinje reports that the King started for the Army Headquarters at Podgoritz amid the booming of guns and the pealing of bells. The Queen and Princesses, as well as the Ministers of the Confederacy, took farewell of His Majesty, and the ovation given by the crowd was marked by frantic enthusiasm. Prior to his departure, the King received the Austrian and Russian Ministers, who made a last vigorous effort to secure the maintenance of peace.

Whether Montenegro acted on her own initiative or with the knowledge of her allies, her dramatic declaration of war is regarded in the European capitals as removing the last hope of a pacific settlement. Moreover, the public in Constantinople is so greatly in favour of war that no Government could hope to stand against the feeling.

It appears that the Turkish representative at Cetinje was handed his passports ninety minutes before the Austrian and Russian representations were made to the Government.

A message from Belgrade states that the Premier received the Russian and Austrian Ministers in the most friendly manner, but did not reply to the representations.

The Servian mobilisation is nearing the end. Four hundred thousand have enlisted, besides many volunteers.

Thousands of Greeks are leaving Constantinople.

Turkish papers report that the Minister for War, in bidding farewell to the Turkish officers going to the front, said, "Do not forget that full dress uniforms will be useful for parade at Sofia."

Reuter's correspondent at Sofia telegraphs that the Cabinet is deliberating upon its reply to the representations of the Austrian and Russian Ministers. The official newspaper *Orgul Mir* says that the intervention of diplomacy is too late. The Confederacy does not desire help and wishes to be freed from tutelage so as to manage the affairs of the Balkans itself.

A Reuter's message from Constantinople states that the representatives of the Powers have protested against the detention of Greek steamers, reserving the right to claim an indemnity for the cargoes.

THE FIGHTING.

It is reported from Constantinople that the Montenegrins on Tuesday attacked and subsequently completely surrounded Berana, where a big battle is proceeding.

It is rumoured that there was an exchange of shots on Tuesday at Jabalala on the Turco-Bulgarian frontier, and also skirmishes between the Turks and Servian and Greek bands on the respective frontiers of the latter states.

TELEGRAMS.

[THROUGH ROUTE'S AGENCY.]

BRITISH-IMPERIAL WIRELESS
SCHEME.

LONDON, October 9th.
The Right Honourable Herbert Samuel, Postmaster-General, will move in the House of Commons on Friday for the appointment of a Select Committee to investigate the circumstances of the conclusion of the Marconi Agreement for the provision of a chain of wireless telegraph stations and the desirability of ratifying the same.

OBITUARY.

LONDON, October 9th.
The death is announced of Mr. Bostock, the well-known showman. Death followed an attack of influenza.

HONGKONG CRICKET CLUB.

THE SUBSCRIPTION QUESTION.

An extraordinary general meeting of members of the Hongkong Cricket Club was held in the pavilion last evening, Mr. Frank Maitland presiding.

The Chairman explained that the object of the meeting was to make certain amendments in the rules of the Club with regard to the subscriptions payable by members. He stated that it was proposed to increase the subscription to enable them to redeem the debentures upon the pavilion. They were under contract to pay off \$1,500 a year, but for the past two or three years they had paid nothing, and the Club had actually lost money. If the proposed alterations were agreed to, non-playing members, including croquet players, would pay a subscription of \$10 and no entrance fee; while civilian playing members would pay an entrance fee of \$20 and \$3 per month for eight months from September 1st each year; Present Royal Navy members and Army members would pay \$15 entrance fee, and \$3 per month for eight months from September 1st; or, at their option, without entrance fee, \$6 per month, with the proviso that should a member desire, after joining, to pay an entrance fee, he might do so and be granted a rebate of \$3 per month for any months for which he might have paid \$6. Non-resident Royal Navy members and Army members would pay \$8 per month, but not more than \$24 in any one playing season. He proposed the adoption of the alteration suggested.

Mr. H. A. Nisbet seconded.
Mr. J. W. Lee Jones moved as an amendment that the subscriptions remain as at present. He was the oldest playing member of the Club, and it seemed to him something to be marvelled at if a Club with an annual income of about \$3,000 could not pay its way. He thought it was up to the committee to go into the question of ways and means. By continually increasing the subscriptions they might keep out some young members, and they had to remember that the Club was not now the only one in the Colony.

Mr. A. O. Bawn seconded the amendment, which on being put to the meeting was declared lost.

An amendment that croquet players be considered playing members was lost; as was a second that tennis players who did not play cricket should pay \$2 instead of \$3 per month.

The original motion was then put to the meeting and carried.

The Chairman said he hoped cricketers were practising hard for the forthcoming inter-colony contest, and that a good team would take the field to uphold the honour of the Colony. He hoped other local clubs would send men to practise, so that some of their representatives might get a place in the inter-colony team.

THE BANK OF BURMA FAILURE.

THE DIRECTORS TO BE PROSECUTED.

Mr. Justice Robinson at Rangoon has ordered the prosecution of the directors of the Bank of Burma, on charges of *inter alia*, of payment of dividend out of capital and over-valuation of the assets.

THREE V.C. HEROES IN ONE
FAMILY.

General Sir Charles Gough, V.C., G.C.B., whose death is announced at his residence, Innishannon, Clonmel, was in his eighty-first year, and was one of a family of Victoria Cross heroes. He won the distinction himself in the Indian Mutiny, being recommended for it for four separate deeds of gallantry, in one of which he saved his brother, and in another rescued Brevet-Major St. George Anson. His brother, the late Sir Hugh Gough, won it as a member of Hodson's Horse, in a gallant charge which he led against the rebels at Lucknow. His son, Colonel John Gough, won it nine years ago in Somaliland, under curious circumstances. He was in command of a column, and assisted two of his officers to bring back a mortally wounded comrade. The three officers were awarded the V.C., but he made no mention of his own conduct, which was only afterwards brought to notice. He was then awarded the Cross.

THE MURDER OF A SEPOY.

At the Magistracy yesterday Safaraz Khan, a private in the 128th Regiment of Baluchis, was charged before Mr. C. D. Melbourne with the murder of Mayn Dad Khan, a sepoy in the same regiment, on the 28th September.

Prisoner pleaded guilty.

Mr. P. M. Hodgson, Assistant Crown Solicitor, who conducted the prosecution, informed his Worship that part of the regiment was quartered in camp at Sha Kong Mui in the New Territory on September 28th. About 10.40 p.m. on that date the deceased, who was then lying on his charpoy, was shot by the defendant. The first witness would tell the Court that he was awakened by the shot which caused Maya Dad Khan's death and saw the defendant standing with his rifle in his hand and with the bayonet fixed. Defendant ran away and witness went after him. He caught him up and made a dash at his feet. At the same time the defendant tried to shoot him. At all events a shot was fired, the bullet passing by the head of Subadar Zarin Khan. The Subadar, after falling, grazed his head against the bayonet of defendant's rifle. The second witness, Jemadar Mahomed Aslam Khan, would corroborate the evidence of the first witness. He seized the defendant by the head and held him, and another man assisted him to arrest the sepoy, who was then deprived of his rifle. As he was being secured, defendant remarked to the first witness, "You are very lucky. I fired two shots at you and you have escaped. Go and look at Maya Dad, whom I have killed." Defendant, before he was secured, fired three shots in all. Whom the third shot was meant for he (Mr. Hodgson) did not know. As to the words spoken by the defendant, corroborative evidence would be given by other witnesses. Defendant had, he believed, pleaded guilty in that Court, but he would have to put the evidence before his Worship.

His Worship—I must take the plea. He pleads guilty.

Mr. Hodgson said he would submit the evidence, and his Worship would have no option but to commit defendant to the Criminal Sessions, where he would of course be defended.

Evidence was then called.

After the examination of the first witness defendant was asked if he had any questions to put, and he replied—"I did not fire at him."

His Worship, after hearing further evidence, again remanded the prisoner.

THE FUTURE OF NIGERIA.

DEPARTURE OF SIR FREDERICK LUGARD.

The *Times*, of the 18th ult., says:—

To-day, Sir Frederick Lugard leaves this country for West Africa bearing two commissions, those of Governor of Northern and Governor of Southern Nigeria. It is understood that he will devote the next six months to an examination of the situation in the Protectorates, with special reference to financial requirements. In the course of his tour Sir Frederick may find means of elaborating a scheme for the amalgamation under one Government of the two Nigerias. The consolidation of the Nigerias into what will be the greatest African dependency of the Crown, with, as it may be hoped, Sir Frederick Lugard as Governor-General, would represent our most considerable administrative work in the tropics, India excepted.

A noteworthy change has characterized of recent years the attitude of the Colonial Office towards West Africa. This change first made itself apparent during Mr. Chamberlain's tenure of office. It was due to the promptness and resourcefulness displayed by Mr. Chamberlain, Sir Frederick Lugard, and Sir George Goldie that a hundred years of British enterprise in Nigeria were not irretrievably compromised. The settlement of the difficulties with France gave an impetus to the policy of railway construction initiated by Mr. Chamberlain, to which Mr. Churchill materially contributed by sanctioning the proposals of Sir Percy Girouard. Thus events paved the way for a fuller realization of Imperial responsibilities in the administration of West Africa. At the request of Sir Percy Girouard, Lord Crewe appointed a Committee to examine the question of Northern Nigerian land tenure with a view to legislation. The initiative thus taken has been followed by Mr. Harcourt, who has nominated a Committee which has been entrusted with the task of covering the whole field of West African land tenure. This problem beyond all others must govern the nature of our relations with the 20 million West Africans under British protection.

THE LATE SIR HORMUSJEE
MODY'S WILL.

Sir Hormusjee Nowrojee Mody, of Victoria, Hongkong, merchant, of the firm of Messrs. Chater & Mody, the donor of the buildings of the Hongkong University, who died on June 16, 1911, left a personal estate valued at \$7,640. The bulk of his property in Hongkong, valued at \$1,169,365, he stated for probate at \$1,169,365. He directed his trustees to carry out his obligation, entered into by him during his lifetime for the erection of a university building and a seamen's home at Hongkong.—*The Times*.

SHIPPING NOTES.

A fire took place on board the N.Y.K. *Tokomaru*, 3,412 tons, at Kobe, last week; a large part of the cargo of which was burned.

On receipt of the news in London of the total loss of the *Daera Castle*, the *Times* said:—So far the market appears to be mainly interested through reinsurance from Japanese offices, though it is now definitely known that there are direct interests on copper, which soon run into large sums. It is hoped, however, that there may be some satisfactory salvage of the metal.

The special telegram published recently in the *Daily Press* respecting the foundering of the Japanese Volunteer turbine steamer *Umegaki-maru* mentioned that she was insured for one million yen, at Lloyds. It now transpires that 24,000 yen was held by the Nippon Kaijo and the remainder by Lloyds. The *Nanyatsu-maru*, which sank off Formosa, was insured for 120,000 yen with the Nippon Kaijo; and the *Kan-maru*, which ran ashore off the Pescadores and can be salvaged, for 130,000 yen; also by the Nippon Kaijo.

The *Umegaki-maru* was owned by the Imperial Marine Association and was chartered by the Railway Board. It has not yet been settled whether either of these parties or the underwriters shall undertake the salvage. The contract between the owners and the charterers contains a clause to the effect that the loss of the steamer shall fall on the former unless due to gross error or negligence on the part of the Railway Board or the crew. As soon as the origin of the accident has been determined the Railway Board's liability will be decided, and after that the liability of the underwriters.

A deputy from the Board of Finance was expected to arrive in Shanghai last Saturday in connection with the proposed Government subsidy for the China Merchants S. N. Co. It may be remembered that several weeks ago the announcement was first made of a prospective subsidy; and the arrival of a representative of the Government, to investigate on what lines it should be given, has been anxiously awaited. Recently it transpired that the Board of Finance was to appoint two deputies, the first of whom was expected on Saturday. The *N. C. Daily News* quotes "with due caution" a report that the Government proposals will be extremely advantageous to shareholders, and it is said that the subsidy is to take the form of a contribution sufficient to bring the annual dividend up to ten per cent. should the profits not be large enough. At present there is no mention of any bounty being given directly for the extension of the company's business.

The P. & O. Company have placed orders for four new steamers, two with Messrs. Cammell, Laird & Company, and two with Messrs. Caird & Company, each of 9,000 tons register. These ships are designed chiefly for the Indian trade and, while they will possess a large amount of cargo space, they will have accommodation for about 150 passengers in the first and second saloons.

Steamers finished, laid down, or projected by the P. & O. Company since the beginning of 1911 include, in addition to these vessels, the *Medina*, *Malaja* (each of nearly 13,000 tons), *Nankin*, *Novara*, *Nagoya*, *Nellora* (each of nearly 7,000 tons), and *Kaiser-Hind* (11,400 tons), besides five vessels each of 11,100 tons for the branch line to Australia by way of the Cape. It may be assumed that by the spring of 1914 there will have been added to the company's active fleet in the four preceding years 16 vessels representing upwards of 150,000 tons.

The *Times* of the 18th ult. says:—Our reports again record exceptional strength in the freight markets owing to the very keen demand to charter boats chiefly for the homeward trades. There is a general scarcity of steamers, and in the principal markets the recent high rates have been exceeded. The figures for cotton from Galveston to Liverpool show a marked advance. Compared with a week ago there is a rise of 4s. in the rates for lumber and grain from New York, while advances of 2s. are being paid for chartering grain from the Black Sea district.

The first steamship to be built in Great Britain having four propellers and a combination of reciprocating and turbine machinery is now in course of construction at the Neptune Shipyard, Walker-on-Tyne, of Swan, Hunter, & Wigham Richardson (Limited). The vessel is to be named the *Reina Victoria-Eugenia*, and is intended for the passenger and cargo service of the Compania

Transatlantica between Barcelona, Cadiz, and Central and South America. Messrs. Swan, Hunter, & Wigham Richardson were among the first to advocate the combination of reciprocating and turbine engines in order to effect savings in fuel consumption in vessels of considerable size and speed, and it is understood that their experiments have inclined them to favour an arrangement of four screws rather than three screws, such as is already fitted in certain vessels. The four-screw arrangement was proposed by them to the Compagnie Generale Transatlantique of Paris, and adopted by that company with successful results in their Atlantic steamer *Reine Marianne*. The *Reina Victoria-Eugenia* is 500ft. long, and has a speed of 17½ knots. The boilers, which are single-ended and seven in number, are fitted with forced draught on Howden's system. With this machinery very economical results in coal consumption are anticipated, and it is expected that there will be a minimum of vibration.

CANADA'S FAR EASTERN TRADE.

In an interview published in the *Canadian Mail*, Sir William Whyte, who was, until a year ago Vice-President of the Canadian Pacific Railway, is reported as saying:—"Before we built boats for the Pacific service there was practically no trade between Canada and the Far East. We believed that such a trade could be developed. We began by chartering three vessels, the *Albatross*, the *Batavia*, and another, the name of which has escaped me. These sailed from Port Moody in 1886 laden with cargoes of cedar shingles and with bones of dead Chinamen taken home to be buried. This was the beginning of Canada's trade with the Far East, on the strength of which Vancouver, which had no existence in 1885, has been built up as a Pacific port, and has become one of the great cities of Canada."

Talking of the old days of the C.P.R., Sir William remarked that the shareholders of the Company owed a deep debt of gratitude to the executive. Everything had gone to them in lands, elevators, steamships, town sites. The stocks had been kept high thereby. "The company encouraged *esprit de corps* among its servants," added Sir William. "When I was superintendent, I knew nearly every man serving under me. We have had only one serious labour trouble with our men, and that was in 1907, when a few men at the head of the trades union caused a strike." Here Sir William referred to the coal strike in England, and spoke of the serious blow to national prosperity when leaders were unscrupulous. Governments became paralysed through fear of losing the labour vote, thus trades unions wielded a very great power.

ASIATICS NEEDED.
This talk of the labour question brought up that of Oriental labour in British Columbia. Sir William was of the opinion that the Provincial Government was mistaken in trying to keep out Asiatics. The cost of white labour was far too expensive there, and it was almost impossible to get domestic servants. Oriental labour therefore became a necessity. For his part he would, as a concession to public opinion, confine Oriental immigration to those who were engaged in agriculture, horticulture, domestic service and laundry work; and these immigrants there should be no restrictions, because they were absolutely necessary for the development of the Province.

THE GAMBLING CRUSADE AT
SHANGHAI.

HODDS RELEASED.

An echo of the recent gambling crusade in which William Hodds was arrested with Arthur Harper at the Belmont Club in the North Honan Road in August, as a result of which Hodds fined \$3,000 and deported and was heard last week, when Hodds was brought before Mr. E. S. A. Bourne, Assistant Judge H.B.M.'s (C.M.G.), and His Lordship Supreme Court. Hodds, I sentenced you to 24 months imprisonment, or a fine of \$500 and to be deported for your connection with the gambling charge on which you were convicted. Subsequently it was found by H.B.M.'s Consul General and the Crown Advocate that previously to you having been found guilty and convicted of the offence with which you were charged you had been a law-abiding citizen for some years. Had this been known at the time of the trial, the Court would not have passed such a severe sentence as it did. On these facts being ascertained the Court thought it its duty to lay the facts before His Majesty's Minister and a telegram was received from him this morning mitigating the sentence to a fine of \$500 and your own recognisance for the sum of \$1,000 for one year. On this being given, you will be released. But you are warned that on a charge of being connected with any gaming house you will be severely dealt with. It is by a special act of grace that the sentence has been mitigated and the Court hopes that now that you have been warned, that you will lead a more careful life in the future and be a useful member of the community. As soon as you sign the bond you will be released. The prisoner said he would remember what His Lordship said. He was then taken by acting chief gaoler Elvins to the office of Mr. W. Strickland, chief clerk, where he signed the necessary bond in the presence of Mr. G. W. King, H.B.M.'s Registrar, and was then released from custody.

THE NEW RULES FOR SHIPPING.
CRITICISMS BY OWNERS.

Now that shipowners are beginning to study the new Board of Trade rules respecting the safety-of-life at sea, it is becoming clear, says the *Times*, that certain of the proposed changes will be subject to very close criticism. Many of the points involved, such as the description of the type of lifeboats to be used, are distinctly technical, but they are of immense importance to the companies.

At the outset it is as well to remember that many owners are by no means in sympathy with the decision to have lifeboat accommodation for all. Their attitude towards this question is little short of cynical; for while they reason that it may never be possible again to launch all the boats from a sinking ship, they admit the strength of the public demand for "boats for all" and have thought it desirable to accede to it.

At the conferences held at the Board of Trade after the loss of the *Titanic*, shipowners enunciated two principles. The first was that the primary consideration must be the stability and seaworthiness of the vessel. In the language of the report of the Advisory Committee, "every provision made against possible disaster is to be subordinated to this primary consideration." The second principle was that in time of disaster the first line of defence should be boats attached to davits, and the second line of defence, collapsible or other boats of approved description.

THE STOWAGE OF BOATS.
The present decision of Mr. Buxton that collapsible boats are not to count in future very seriously increases the problem of finding room for all the boats necessary on passenger liners, but it seems to have been understood at the conferences that owners should at least have freedom to arrange for the stowage. The new rules provide that the davits to which the lifeboats are to be attached must be placed "amidships." They stipulate that in the case of a screw steamer having more than one propeller, no davits shall be fitted on the quarters; but in the case of a single screw steamer the Board of Trade may exercise a discretion as to allowing davits to be fixed there. In many of the best liners of to-day boats are stowed ready for launching at the stern, and it is feared that there may be grave difficulty in finding room for all boats amidships. No doubt the Board of Trade, in framing the rule, anticipated the danger of launching boats on to the screws of the vessel, a possibility to which some authorities attach little importance.

Then the new rules provide that if the lifeboats attached to davits are not sufficient to accommodate all the persons for whom the lifeboats have to be provided, "the remaining lifeboats shall be stowed so far as practicable, immediately alongside or beneath the lifeboats attached to the davits." If this is not practicable the remaining lifeboats are to be stowed abreast of the davits. This appears to rule out the present arrangement whereby a number of boats are stowed across the deck, a plan which is considered to have the great advantage of enabling the boats to be launched from either side of the vessel. It is anticipated that such points as these, which are likely to give rise to difficulty, will be laid before the Board of Trade, and will form the subject of further discussion.

SOLID OIL.

FUEL FOR STEAMERS.

Mr. J. Tarbotton Armstrong, at the oil conference at Olympia, London, last month read a paper on the "advantages of solid oil-fuel over liquid oil-fuel," which is especially interesting in view of the recent appointment of a Royal Commission to inquire into the question of using oil-fuel in the Navy.

Mr. Armstrong summed up the advantages of solid oil-fuel as follows:—

It is equal to or not more valuable than liquid fuel oil as a heat producer.

It occupies very little more space than liquid oil, and is, much cheaper to carry than coal.

It can be stored anywhere, and is not affected by moisture.

No necessity for tank steamers of special construction, or tanks, pipe lines, or railway tanks. It can be handled practically in the same manner as coal.

Not nearly so detrimental to the boilers as liquid oil.

Any installation as now constructed, with very minor alterations, can be used for the burning of solid-oil fuel.

It produces no slag, and only a negligible quantity of ash.

It does not run when lighted, and retains its form like coal.

Is consumed without any explosion, produces no sparks, and has a long, bright flame.

Last year the greatest quantity of liquid old fuel imported into Great Britain came from the United States, Russia being second, and Roumania third, and not one of these countries is a British possession. Mr. Armstrong urged the Government to look to the solid oil fuel made from the shale in the Transvaal, New Zealand, Trinidad, and Australia, and perhaps Canada and Newfoundland, where there was practically an unlimited supply.

"An enormous change is impending," he said; "we are approaching the era of oil power, and we can tell you that the British Government is not behind in what it is doing in the fuel question, and from our own personal knowledge has something up its sleeve, and it may be hoped that Great Britain will be where she should be—in front."

TELEGRAPH RATES TO THE EAST.

The managing director of the Eastern Telegraph Company announced last month that on October 1st the rates between Great Britain and India and Burma will be reduced from 9d. to 4d., between Great Britain and Ceylon from 9d. to 4d., and between Great Britain and British North Borneo from 1s. 8d. to 6d. a word.

INTIMATIONS

3 CHILDREN HAD
ECZEMA ON FACES

Began in Red Places, Spread Rapidly. Broke and Made Raw Sores. Speedily Cured by Cuticura Soap and Ointment. Have Had No Return.

"My three children had an outbreak of eczema on their faces. It began with the eldest, thirteen years old. After using a sample tin of Cuticura Ointment for a few days it broke out every night and morning and itching in warm water, I found the sores began to dry up and fall away, and before I had finished the sample he was completely cured. "Then I found my other two children, Arthur, twelve years old, and Sybil, nine, had a breaking out on their faces. It began with a red place and then in a few days it broke out in a lot of little watery places about as large as pin heads which burst out into raw sores. A neighbor told me it was eczema that the children had. It began to spread rapidly. I tried several ointments but they only seemed to make it worse. As their cases seemed more obstinate I got a tablet of Cuticura Soap as well as a tin of Cuticura Ointment and at the end of three weeks all their faces were perfectly clear and smooth, and they have had no return of the complaint since."

"Just after that, Sybil fell and broke the skin of her face, falling on some rough, gritty stone. I think she would have had a very bad case but I persevered with Cuticura Soap and Cuticura Ointment which drew all the discharges and dirt out. I have recommended Cuticura Soap and Ointment to several of my friends and shall always keep them by me, for they completely cured my three children of eczema." (Signed) Mrs. R. Edwards, 2, Woodville Cottage, Heywood, Westbury, Wilt., Eng., Aug. 11, 1911.

Cuticura Soap and Ointment are sold throughout the world. A liberal sample of each, with 32-p. book, sent free from nearest depot: Potter Drug & Chem. Corp., sole props., Boston, U.S.A.; Newberry & Sons, 27, Charterhouse St., London, E.C. Towns & Co., Sydney, N.S.W.; J. L. Linton, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay.

59-12

Chs. J. Gaupp
& Co.,ALEXANDRA BUILDINGS,
CHATER ROAD.

Always have on hand a very large stock of

SCIENTIFIC AND
SURVEYING INSTRUMENTSTransits, Levels, Plane Tables, Prismatic and
Sight Compasses, Hand Levels, &c., &c.)

also

DRAWING INSTRUMENTS
AND MATERIAL(T Squares, Set Squares, Straight Edges,
Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., Ltd.,
LONDON.E. R. WATTS & SON, Ltd.,
LONDON.

45

OUR
STUDY
OF
THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN.
WE WILL TELL YOU.

CLARK & Co.
SPECIAL OPTICIANS
108, BLOCS, CHATER RD.
HONGKONG

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour, the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 12.

Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 14th instant, Hongkong, 10th October, 1912. [1192]

KOWLOON-CANTON RAILWAY

(BRITISH SECTION).

SATURDAY TIPPIN TRAIN.

THE Accommodation on this Train being strictly limited the Public are again requested to Assist the Management by Booking their Seats in advance, which may be done either by Telephone or by letter. No seats will be reserved after 10 o'clock A.M. on SATURDAY Mornings.

MONDAY, 14th October, being a General Holiday, Trains will run as on Sundays.

By Order, H. P. WINSLOW, Manager.

Telephone No. K. 43.

Kowloon, 9th October, 1912. [1193]

WANTED.

AN ENGLISH MISTRESS for the DIOCESAN BOYS' SCHOOL.

Apply to—THE HEADMASTER.

Hongkong, 10th October, 1912. [1194]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF ADELA EARNshaw late of Manila in the Philippine Islands United States of America, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting the time for sending in the Claims against the above Estate to the 22nd day of October, 1912.

All Creditors are accordingly required to send in their Claims to the Underigned on or before that date.

Dated this 8th day of October, 1912.

JOHNSON, STOKES & MASTER, Principals, Hongkong, Victoria, Hongkong.

Solicitors for the Administrator of the above-named deceased. [1195]

PRELIMINARY NOTICE.

WE are favoured with instructions to Sell by PUBLIC AUCTION, On or about the 25th inst.,

THE WELL-KNOWN PROPERTY, BROCKETT'S HOTEL,

Standing in its own Compound.

The Hotel is very commodious and has been repaired lately.

Also, The whole of the FURNITURE contained in the Hotel.

Further Particulars and Catalogues will be circulated later.

H. S. BRAND & Co., Auctioneers.

Foochow, 5th October, 1912. [1196]

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship "THONGWA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 9th October, 1912. [1892]

STOLEN.

BRINDLE BOSTON HULL TERRIER DOG. Face Half White, Half Brindle.

Reward \$50.

Apply to—G. K. H. BRUTTON, York Building.

Hongkong, 7th October, 1912. [1183]

THANKS!

IF you do require a GOOD MEAL just drop into the ALEXANDRA CAFE.

You can sit down without charge (i.e. Table Money). We have the most complete arrangements for Ladies and Best Attendance on all.

There is only ONE BREAD, and that is made by the ALEXANDRA CAFE.

Hongkong, 16th September, 1912. [1089]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

PUBLIC COMPANIES

GULA KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 7th to 15th October, 1912, both days inclusive.

By Order of the Directors, LOWE, BINGHAM & MATTHEWS, Colonial Register.

Hongkong, 7th October, 1912. [1168]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Underigned on WEDNESDAY, the 23rd October, 1912, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, 1912, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 1st October, 1912. [1162]

INTIMATIONS

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on the Fifteenth day of October, 1912, at 12 o'clock Noon, when the subjoined Resolution will be proposed, viz.,

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the Resolution be passed by the required Majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

A copy of the New Regulations may be seen at the Registered Office of the Company.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Dated the 18th day of September, 1912. [1096]

G. 25 B.

GOVERNMENT NOTIFICATION No. 8332.

IT IS HEREBY NOTIFIED that SEALED TENDERS, which should be clearly marked "TENDER FOR MEDICAL DEPARTMENT CONTRACT" will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 31st October, 1912, for the Supply of Aerated Waters, Baking and Clothing; Beers, Spirits, Wines, etc.; Spirit of Wine; Chemicals, Drugs, Surgical Instruments and Sundries; Furniture, etc.; Milk, etc.; Provisions; Sundries; and Washing (Schedules Nos. 1 to 10) required locally by this Department, for the period of one year from the 1st of January next.

For form of Tender apply at the Colonial Secretary's Office. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

I. BELL, Principal Civil Medical Officer.

Medical Department, Hongkong, 4th October, 1912. [1182]

KOMOR AND KOMOR.

ART AND CURIO EXPERTS.

BEG TO ANNOUNCE THAT THEIR ART EXHIBITION

IS NOW OPEN IN ALEXANDRA BUILDINGS,

OPPOSITE Messrs. Wm. POWELL, LTD.

An Inspection is Cordially Invited.

EXPERT PACKERS: Goods Packed, Insured and Forwarded to all Parts of the World.

Hongkong, 8th October, 1912. [1189]

JUST UNPACKED!

"CLYTIE"

LATEST SHAPES. Improved SARTARY HAIR GOODS.

Frizzettes, Waved Mohair and Crepe, Hair Rolls, Hair Frames, New Turban, Round Bun Frame, Watch Spring Frames.

Light Brown, Mid Brown, Dark Brown and Black, and Bandeau and Elegant Effective Hair Ornament.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong.

Hongkong, 13th September, 1912. [50]

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 97.)

SPORTS SEASON 1912-13 SPORTS FOOTBALLS

FROM \$3.75 TO \$10.00 each.

THE GENUINE "MCGREGOR" \$10.00 EACH.

AS USED IN INTERNATIONAL MATCHES

FROM \$6.00 each. CRICKET BATS FROM \$6.00 each.

BY STUART SURRIDGE, SPALDING AND GRADDIGE.

\$1.00 to \$4.50 CRICKET BALLS \$1.00 to \$4.50

LEG-GUARDS, GAUNTLETS, BATTING GLOVES.

From \$3.00 HOCKEY STICKS From \$3.00

BY SLAZINGER, JAKES AND BUSSEY.

HOCKEY BALLS, SHIN-GUARDS, RUBBER RINGS.

KNEE CAP BANDAGES WITH FELT PADS.

A LARGE SELECTION OF

TENNIS RACKETS, BALLS, ETC.

From \$3.75 GOLF CLUBS From \$3.75

BALLS, CADDY BAGS AND ACCESSORIES.

SPECIAL RATES TO CLUBS.

LANE, CRAWFORD & Co.

[51]

WANTED

WANTED.

EXPERIENCED ACCOUNTANT and OFFICE ASSISTANT (Englishman) open for immediate engagement. First Class references.

"J." Care of "Daily Press" Office.

Hongkong, 4th October, 1912. [1176]

WANTED.

LADY ASSISTANT Wanted by the ROBINSON PIANO Co., Ltd.

Progressive Salary. Some Musical Knowledge desirable.

Apply to—ROBINSON PIANO Co., Ltd.

Hongkong, 20th September, 1912. [1106]

WANTED.

BY MARRIED COUPLE (English), to SHARE FURNISHED HOUSE at THE PEAK or on the Higher Levels.

References furnished if necessary.

Apply to—"CONFIDENTIAL," Care of "Daily Press" Office.

Hongkong, 10th September 1912. [1057]

SITUATION WANTED.

BRITISHER, 32, with 8 years' experience in North China, speaks Mandarin, desires position as JUNIOR OFFICE ASSISTANT, TIMEKEEPER, OVERSEER, or any like position; Good Penman and Temperate.

References. Moderate Salary.

Apply—"C.H." Care of "Daily Press" Office.

Hongkong, 4th October, 1912. [1177]

FOR SALE

STOCKTAKING SALE (FOR ONE MONTH ONLY).

SILK FANCY GOODS of all kinds

At EXTREMELY LOW PRICES.

BARGAINS! BARGAINS! BARGAINS!!!

D. CHELLARAM,

56, Queen's Road.

Hongkong, 7th October, 1912. [1183]

CHEESE!

EXTRA CHOICE

CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[30]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL\$1,200,000

RESERVE FUND\$1,650,000

RESERVE LIABILITIES OF PROFITORS\$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

NEDELANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 14,905,350 (£1,242,112)

Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRACONS BANK, SWISS BANKER.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months 4% per annum.

3 do. 3% do.

6 do. 3% do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 40,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Ankang-Haien Liao-Yang Ryojun

Calcutta London San Francisco

Canton Lyons Shanghai

Changhai Nagasaki Tientsin

Hankow Newchwang Tientsin

Hongkong Osaka

Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 3rd October, 1912. [445]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL\$15,000,000

RESERVE FUND—

SHANGHAI \$15,000,000 at 2/—\$15,000,000

SILVER\$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

CHIEF OF DIRECTORS.

E. CHEUNG, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. DODWELL, Esq., Andrew Forbes, Esq., G. F. FRIEDLAND, Esq., C. S. GIBNEY, Esq., G. E. LAURENS, Esq., F. Lieb, Esq., W. L. PATTENDEN, Esq., Hon. Mr. C. H. ROSS, H. A. SIBS, Esq.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 22nd August, 1912. [19]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL\$1,500,000

SUBSCRIBED1,125,000

PAID UP562,000

RESERVE FUND365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND, Ltd.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 7th September, 1912. [909]

ENTERTAINMENT

THEATRE ROYAL.

TWO NIGHTS ONLY.

FRIDAY AND SATURDAY.

18TH AND 19TH OCTOBER, 1912.

THE MUSICAL PLAY,

"THE COOK,"

AN IDYLL OF THE PEAK,

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.**SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMERS	SAILING
"LORD CURZON" ...	On 20th Nov.
"LORD DERBY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE STREET.

ORIENTAL AFRICAN LINE.**NEW LINE OF STEAMERS**

TO

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 12th Oct. "SALAMIS" ... 1st Nov.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.**CONFERENCE-WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS, 142-43-44**"THE BIG 4" of the PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.**Lights and Fans** Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.**Swimming Tank** Is installed on deck for salt water plunge. Bathing suits on board.**Band** Filipino string Band Concerts each afternoon and evening and also during T.E. and Dinner.**Cuisine** The Cuisine is under the direct supervision of one of the World's most famous caterers.**Games and Amusements** Deck Games, such as Quoits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainment. Dances and Masquerade Balls on deck are also arranged to while away the time.**Wireless and Submarine Signal Service** The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.**Bilge Keels** Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.**The Cost:** is not more by this route with its unparalleled opportunities than by any other route. For a return ticket to London the cost is but £130, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

TELEPHONE No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

THURSDAY, 10th OCTOBER, 1912.

8 a.m. "HONAM."

8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN."

5 p.m. "KINSHAN."

FRIDAY, 11th OCTOBER, 1912.

8 a.m. "HEUNGSHAN."

8 a.m. "HONAM."

10 p.m. "KINSHAN."

5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 13th OCTOBER.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SALAMIS," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and this other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. 143

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, "PEKING"	6,500	About 23rd Oct.
KOBE and MOJI "CEYLON"	9,000	On 17th Nov.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

**TOYO KISEN KAISHA**

TRANS-PACIFIC

WESTERN PACIFIC**DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

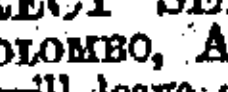
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZUKI AND PORT SAID.

S.S. "KOEKOE," 9,900 tons, will leave as above on 19th October, at 5 p.m.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at D'light.

S.S. "AFRICA," 8,840 tons, will leave as above on 6th Dec., at D'light.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Storage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice.

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZUKI AND PORT SAID.

S.S. "CHINA," 11,000 tons, will leave as above on 31st October.

S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.

to YOKOHAMA, KOBE via SHANGHAI.

S.S. "NIPPON," 13,950 tons, will leave as above on 31st October.

S.S. "PERIA," 12,500 tons, will leave as above on 30th Nov.

Superior accommodation for Salon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 10th October, 1912.

Prinsep Building, 155

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "DILWARA," 460 tons, Capt. W. J. Bishop, left CALCUTTA 22nd Sept., will be despatched to SHANGHAI, KOBE and MOJI on 12th Oct., at 1 p.m.

S.S. "ARRATOON APCAR," 2,951 tons, Capt. E. F. Thomson, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 19th Oct.

WESTWARD.

S.S. "THONGWA," 3,428 tons, Capt. Fysh, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Oct., at 1 p.m.

S.S. "GREGORY APCAR," 2,961 tons, Capt. J. E. Drake, will be despatched as above on 20th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 8th October, 1912.

AGENTS. 1592

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	Cross ...	Manila, Mangarin, Iloilo and Cebu	On 18th Oct., 4 p.m.
RUBI ...	4000	Miller ...	Manila, Mangarin, Iloilo and Cebu	On 28th Oct., 4 p.m.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

"PHILIPPINES S.S. CO." 113

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ...	"BUELOW," Capt. H. SCHAEFFER,	16,000	{Wed'day, 16th Oct., at 10 a.m.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ...

MANILA, YAP, MARON, SAMA RAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...

KOBE and YOKOHAMA ...

KUDAT and SANDAKAN ...

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELCHERS & Co.,**

Hongkong, 8th October, 1912.

GENERAL AGENTS HONGKONG AND CHINA.

PASSENGER SEASON 1913. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT EAST LINERS.

SHIPNAME DISPLACEMENT. "GOEBEN" 17,300 tons ON FEBRUARY 4TH.

"BREMEN" 21,000 " ON FEBRUARY 19TH.

"DERFLINGER" 17,250 " ON MARCH 4TH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

"YORCK" 17,000 " ON APRIL 1ST.

"PRINZESS ALICE" 20,800 " ON APRIL 16TH.

"LUETZOW" 17,300 " ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR and SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

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Hongkong, 21st September, 1912. 1113

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SHIPPING

ARRIVALS.

ANNU, British str., 1,360, J. B. Harris, 9th October—Shanghai 6th October, General—Butterfield & Swire.

DAIJIN MARU, Japanese str., 890, D. Fuchigami, 9th October—Swatow 5th October, General—Osaka Shosen Kaisha.

HAIYANG, British str., 1,300, Hodgins, 9th October—Foonchow 6th October, General—Douglas, Lapraik & Co.

HANOI, French str., 730, J. Bouhier, 8th October—Haiphong and Pakhoi 7th October, General—A. R. Marty.

HAZEL DOLLAR, British str., 2,002, M. Ridley, 9th October—Manila 6th October, Nila—Order.

ICHANG, British str., 1,297, W. O. Jones, 9th October—Wuhu 5th October, Rice—Butterfield & Swire.

KEEN, Chinese str., 825, A. B. Barnes, 9th October—Chefoo 1st October, General—Chinese.

IYO MARU, Japanese str., 3,911, K. Takada, 9th October—Singapore 6th October, General—Nippon Yusen Kaisha.

MAUSANG, British str., 1,044, A. C. A. Cornick, 8th October—Sandakan 2nd October, Lumber and General—Jardine, Matheson & Co.

MAGELLAN, French str., 2,062, Charbonnel, 9th October—Saigon 6th October, Mails and General—Messageries Maritimes.

MEXICAN-PRINCE, British str., 1,053, J. C. Young, 9th October—Balik Papan 2nd October, Bulk Oil—Asiatic Petroleum Co.

SHISANG, British str., 1,760, Payne, 9th October—Weihaiwei 3rd October, General—Jardine, Matheson & Co.

THONGWA, British str., 6,298, R. P. Fysh, 9th October—Moji 5th October, General—David Sassoon & Co.

TIJANAS, Dutch str., 2,444, A. Oldenburger, 9th October—Batavia, Sugar—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
October 9th.

BORNEO, German str., for Sandakan.

ICHANG, British str., for Canton.

O. J. D. AMERS, German str., for Spore.

SUSANG, British str., for Calcutta.

DEPARTURES.

October 9th.

ANNU, British str., for Canton.

BELGIVIA, German str., for Singapore.

BINH THUAN, Dutch str., for Tegal.

CHIVO MARU, Jap. str., for San Francisco.

CHINFA, Chinese str., for Canton.

CHINFA, British str., for Singapore.

HAIYANG, British str., for Swatow.

HAIYANG, British str., for London.

KAIJO MARU, Japanese str., for Foonchow.

KOHCHANG, German str., for Bangkok.

KWONGTAT, Chinese str., for Shanghai.

LARIES, British str., for Hankow.

LEON MARU, Jap. str., for Sourabaya.

MICHAEL JENSEN, Ger. str., for Haiphong.

PAKAT, German str., for Canton.

RHOL, American str., for Manila.

SHINGO MARU, Japanese str., for Miki.

SIXANG, French str., for Haiphong.

TAISUEN, Chinese str., for Shanghai.

SHIPPING REPORTS.

The British str. *Annu* reports: Strong northerly winds and moonoon, moderate sea and cloudy weather.

The British str. *Haiyang* reports: Foonchow to Amoy moderate N.E. gale and rough sea; thence to Swatow strong N.E. wind, sea rough. Swatow to Hongkong moderate to light North-Easterly wind, smooth sea and fine clear weather.

The British str. *Thongwa* reports: Strong north and north-westerly winds and rough sea, up to Tang Tung, and overcast skies; weather fine during remainder of passage, seas moderate.

PASSENGERS.

Per *Tijanas*, from Batavia, Mr. van Wuren.

Per *Haiyang*, from Foonchow, Mr. Huygen and Mr. Smith.

Per *Annu*, from Shanghai, Messrs. Maurer, Wank, Stalker, Mesdames Maurer, Schoegardins, Loururo, Hamilton and Boyd.

Per *Thongwa*, from Moji, Mr. and Mrs. Radder, Mr. and Mrs. Billbrough and a children, Mr. J. Campbell, Mr. Hulbul, and Mr. Busran.

Per *Iyo Maru*, from Hongkong, from Singapore, etc., Mr. and Mrs. G. Nightingale, Mr. C. Mason, Mr. J. McPherson, Mrs. J. Evans, Miss A. Fairall, Mr. J. Gardner, Mr. F. Kidd, Mr. H. Mancel, Mr. H. Overy, Mr. H. McElligott, Mr. G. Abernethy and Mr. S. Umayahara.

Per *Magellan*, from Saigon, etc., Mr. M. Vergiete Roudure, Mr. J. Munno, Mr. and Mrs. Gautvort, Mr. and Mrs. Sydney Michael, Mr. Bursley, Mrs. Price, Mr. J. Castle, Mr. Starkey, Mr. and Mrs. Jean, Mrs. Gregoire, Mrs. Provins, Mr. and Mrs. Cugnet, Mr. Max Aran, Mr. and Mrs. Jardir, Mr. Decis, Mr. Faurbuiet, Mr. J. Weber, Mr. F. M. Guernier, and Mr. Gollies.

DEPARTED.

Per *Rubi*, for Manila, Prof. and Mrs. P. J. Treat, Mr. H. A. Pierce, Madame Meurer, Mrs. G. S. Carr, Misses D. and S. Carr, Mr. J. Munno, Mr. Ebrahim and Mr. J. Aberastin.

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1. From Green Island to the Harbour Master's		2. From Harbour Master's to Bluff Pier		3. From Bluff Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAMES	FLAG & REG.	REMARKS	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, VIA BRISTOL, PORT OF ORIGIN.	CHINA	Brit. str.	—	C. H. S. Tockne, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 16th inst.	
LONDON, ROTTERDAM & ANTWERP.	DEM OF GLAMES	Brit. str.	—	E. J. Stallard	JARDINE, MATHESON & CO., LD.	About 23rd inst.	
GLASGOW & HULL	GLENGLOCH	Am. str.	—	Geissel	SHEWAN, TOMES & CO.	About 15th inst.	
HAYRE, BREMEN & HAMBURG, &c.	ABGADIA	Ger. str.	k. w.	Karberg	HAMBURG-AMERICA LINE	On 23rd inst.	
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Knael	HAMBURG-AMERICA LINE	On 3rd Nov.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 24th Nov.	
MARSEILLES, HAMBURG & ANTWERP, &c.	SPERZA	Ger. str.	—	Heuneecke	HAMBURG-AMERICA LINE	On 23rd inst., at D'light.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 23rd inst.	
MARSEILLES & HAMBURG, &c.	SENEDAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERICA LINE	On 4th Nov.	
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	—	K. Anasawa	OSAKA SHOSSEN KAISHA	On 15th inst., at 2 P.M.	
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	KADO MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.	
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	SEATTLE MARU	Jap. str.	—	H. Schaeffer	OSAKA SHOSSEN KAISHA	On 31st inst., at 2 P.M.	
YALDES, PANAMA, ALGER, GIBRALTAR, SOUTHAMPTON, &c.	LORD CURZON	Brit. str.	—	W. Davison	THE BANK LINE LTD.	On 20th Nov.	
YALDES, VIA SINGAPORE, PENANG, COLOMBO, &c.	RUBLOW	Am. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 23rd inst., at 1 P.M.	
YALDES, VIA SINGAPORE, PENANG, COLOMBO, &c.	KORBER	Am. str.	—	T. Sekine	GIBB, LIVINGSTON & CO.	On 12th inst., at Noon.	
YALDES, VIA SINGAPORE, PENANG, COLOMBO, &c.	CHINA	Am. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 25th inst., at Noon.	
BOSTON & NEW YORK VIA SUEZ CANAL	JESERIC	Am. str.	—	Tullock	MELCHERS & CO.	On 2nd Nov., at 9 A.M.	
NEW YORK	PATNAH	Brit. str.	—	White	THE BANK LINE LIMITED	Beginning of January.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPESS OF INDIA	Brit. str.	2 m.	G. Hooker	TOYO KAISEN KAISHA	On 3rd Dec., at Noon.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTREAL	Brit. str.	2 m.	E. Mooney	SANDER, WILBER & CO.	About 31st inst.	
SAN FRANCISCO VIA JAPAN, &c.	NILE	Am. str.	—	E. P. Martin, R.N.R.	JARDINE, MATHESON & CO., LD.	On 10th inst., at Noon.	
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	MONGOLIA	Am. str.	—	Benson	NIPPON YUSEN KAISHA	On 24th inst., at 11 A.M.	
SAN FRANCISCO VIA JAPAN, &c.	NIPPON MARU	Jap. str.	—	W. J. Bishop	DAVID SASSOON & CO., LTD.	On 19th inst.	
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	Spencer Wilde	JARDINE, MATHESON & CO., LD.	On 12th inst., at 1 P.M.	
CAPEPORTS VIA MAURITIUS	CORLENS	Ger. str.	—	Knael	HAMBURG-AMERICA LINE	On 13th inst., at D'light.	
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	DUNBEG	Brit. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 14th inst.	
YOKOHAMA & KOBE VIA SHANGHAI	HONGKONG MARU	Jap. str.	—	G. J. Goldwell	P. & O. S. N. Co.	About 15th inst.	
YOKOHAMA & KOBE	LANADA	Brit. str.	—	E. Malchow	MELCHERS & CO.	About 16th inst.	
YOKOHAMA & KOBE	HIKARI MARU	Jap. str.	—	T. A. Mitchell	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.	
YOKOHAMA & KOBE	COLENTA	Ger. str.	—	Norfolk	JARDINE, MATHESON & CO., LD.	On 22nd inst., at Noon.	
YOKOHAMA & KOBE	ABRATON APCAR	Brit. str.	—	Y. Yamamoto	OSAKA SHOSSEN KAISHA	On 23rd inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	K. Tashira	OSAKA SHOSSEN KAISHA	On 15th inst., at 10 A.M.	
YOKOHAMA & KOBE	TIJUNOW	Dut. str.	—	A. E. Hodgins	OSAKA SHOSSEN KAISHA	On 13th inst., at Noon.	
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	J. W. Evans	DOUGLAS LAFRAIK & CO.	On 13th inst., at 10 A.M.	
CHENGFOO & NEWCHWANG	CHENGFOO	Brit. str.	1 m.	W. O. Pasmore	DOUGLAS LAFRAIK & CO.	On 15th inst., at 11 A.M.	
SHANGHAI	DELTA	Brit. str.	—	J. S. Roach	DOUGLAS LAFRAIK & CO.	On 18th inst., at 11 A.M.	
SHANGHAI	CHINUIA	Brit. str.	1 m.	F. H. Rolfe	JARDINE, MATHESON & CO., LD.	On 12th inst., at 2 P.M.	
SHANGHAI, KOBE & YOKOHAMA	FLINTSHIRE	Brit. str.	—	Donnerstern	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.	
SHANGHAI, KOBE & MOJI	DILWARA	Brit. str.	—	Shewan, Tomes & Co.	JARDINE, MATHESON & CO., LD.	On 19th inst., at 2 P.M.	
SHANGHAI	ANBET	Brit. str.	—	SHEWAN, TOMES & CO.	SHEWAN, TOMES & CO.	On 23rd inst., at 4 P.M.	
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 23rd inst., at 4 P.M.	
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k. w.	SHEWAN, TOMES & CO.	SHEWAN, TOMES & CO.	On 23rd inst., at 4 P.M.	
SHANGHAI, KOBE & YOKOHAMA	SOBA MARU	Jap. str.	—	JAVA-CHINA-JAPAN LINE	JAVA-CHINA-JAPAN LINE	On 12th inst., at Noon.	
SHANGHAI, KOBE & YOKOHAMA	SOCORA	Ger. str.	—	CARLOWITZ & CO.	CARLOWITZ & CO.	On 14th inst., at Noon.	
SHANGHAI, TIENTSIN, KOBE & YOKOHAMA	P. E. FRIEDRICH	Brit. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 14th inst., at Noon.	
SHANGHAI, KOBE & MOJI	FOOKSANG	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 15th inst., at 4 P.M.	
SHANGHAI, KOBE & MOJI	BOMBAY MARU	Jap. str.	—	MELCHERS & CO.	MELCHERS & CO.	On 14th inst., at Noon.	
SHANGHAI, KOBE & MOJI	PERKING	Swed. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SHANGHAI	BORERIA	Aus. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SHANGHAI	TIJANAS	Dut. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SHANGHAI	HANTANG	Dut. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
TAMUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SWATOW, AMOY & FOOCHOW	BAITONG	Brit. str.	2 h.	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SWATOW, AMOY & FOOCHOW	BAITAN	Brit. str.	2 h.	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
MANILA, CEBU & ILOILO	KUNBSANG	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
MANILA, MANGARIN, ILOILO & CEBU	TAMING	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
MANILA, MANGARIN, ILOILO & CEBU	ZAPINA	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
MANILA, MANGARIN, ILOILO & CEBU	LOONGSANG	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
MANILA, MANGARIN, ILOILO & CEBU	SOBI	Am. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
BATAVIA, CHERIBON, BANGKANG, &c.	TIJMANOK	Dut. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
BOMBAY VIA SINGAPORE & PENANG	KAMAKURA MARU	Jap. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SINGAPORE, PENANG & RANGOON	OKARA	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	THONGWA	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	CEYLON MARU	Jap. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
SANDAKAN	MAUSANG	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
CHINWANTAO	ON-SANG	Brit. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Fren. str.	—	JARDINE, MATHESON & CO., LD.	JARDINE, MATHESON & CO., LD.	On 14th inst., at Noon.	

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "LAWADA" 3,259 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "OKARA" 3,259 tons, Captain A. J. Evans, will leave Hongkong for SINGAPORE, PENANG and RANGOON on 14th Oct., at Noon, followed by the S.S. "LAWADA," 3,259 tons, Captain C. H. Lane, on the 30th Nov., at Noon, taking Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.
Hongkong, 10th October, 1912.

INDO-CHINA S. N. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 12th Oct., 2 P.M.
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 13th Oct., D'light.
CHINWANTAO	"ONBANG"	Monday, 14th Oct., Noon.
SANDAKAN	"MAUSANG"	Tuesday, 15th Oct., 4 P.M.
MANILA	"LOONGSANG"	Wednesday, 16th Oct., 2 P.M.
TIENTSIN	"CHENGFOO"	Thursday, 17th Oct., Noon.
SHANGHAI, KOBE & YOKOHAMA	"FOOKSANG"	Friday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 19th Oct., Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Daluy, Weihaiwei, Tsingtau and Newchwang.

* Taking Cargo on Through Bills of Lading to Kutch, Lahad, Dulu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 10th October, 1912.

THE ROYAL MAIL STEAM

PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"FLINTSHIRE"	About 11th Oct.
LONDON, ROTTERDAM & ANTWERP	"DEN OF GLAMES"	About 23rd Oct.
SHANGHAI, KOBE & YOKOHAMA	"DENBIGHSHIRE"	About 27th Oct.
LONDON & ANTWERP	"FLINTSHIRE"	About 14th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

* Does not carry passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
AGENTS.
Hongkong, 2nd October, 1912.

CANADIAN PACIFIC ROYAL MAIL

STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

FOR LIVERPOOL.

From Hongkong, 1912

From Quebec, 1912

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	D'light 11th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	CHINA Capt. C. H. S. Tocke, R.N.R.	Noon, 12th Oct.	See Special of Call
LONDON and ANTWERP via SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. A. Collyer	About 16th Oct.	Freight and Passage.
SHANGHAI, KOBE AND YOKOHAMA	SOCOTRA Capt. G. J. Caldwell NORE Capt. J. T. Jeffery	About 15th Oct. About 17th Oct.	Freight only. Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 10th October, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 10th Oct., 4 P.M.
CHEFOO & NEWCHANG	"TIENHSIN"	On 11th Oct., D'light.
NINGPO & SHANGHAI	"HANYANG"	On 12th Oct., D'light.
SHANGHAI	"ANHUI"	On 12th Oct., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 15th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 17th Oct., 4 P.M.
WEIHAIWEI & TIENHSIN	"HUICHOW"	On 17th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.E.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

BUTTERFIELD & SWIRE.

For Freight or Passage apply to—

Hongkong, 9th October, 1912. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 11th Oct., at 11 A.M.
"HAIHONG"	Capt. W. C. Passmore	TUESDAY, 15th Oct., at 11 A.M.
"HAIHAN"	Capt. J. S. Roach	FRIDAY, 18th Oct., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 13th Oct., at 10 A.M.
		WED'DAY, 16th Oct., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 10th October, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	18th Oct.	On 12th Oct. Noon.
EASTERN		On 9th Nov. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

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HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For HARRY REYNOLDS & HAMBURG.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th Nov., at Noon.
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG:
(Subject to Alteration).**TRANS-PACIFIC SERVICE.**

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"PANAMA MARU"	J. Kaseo	TUESDAY, 15th Oct., at 2 P.M.
"SEATTLE MARU"	T. Sato	THURSDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 28th Nov., at 2 P.M.
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
* Calling at SHANGHAI, MOJI, " " "
* Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Fur. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaves
"KAISO MARU"	Y. Yamamoto	WED'DAY, 23rd Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaves
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 13th Oct., at Noon.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 20th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaves
"SOSHU MARU"	K. Tashira	WED'DAY, 16th Oct., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaves
"SOSHU MARU"	K. Tashira	FRIDAY, 11th Oct.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Fraya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,
Second Floor, No. 1, Queen's Building.

778-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS

TONKIN

FAST LINE.

TELEGRAPHY.

in 58 hours.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMEWARD PASSENGER SEASON 1913.

FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS		Leave	Connecting Steamers		Due	Due
to		HONGKONG	from COLOMBO to		MARSEILLES	PLYMOUTH
COLOMBO			MARSEILLES & LONDON		(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	January 18	MOOLTAN	10000	Feb. 15	Feb. 21
ASSAYE	7500	February 1	MALOJA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	February 15	MOREA	11000	Mar. 15	Mar. 21
DEVANHA	8000	March 1	MARMORA	10500	Mar. 29	April 4
DELTA	8000	March 15	MEDINA	12500	Apr. 12	April 18
INDIA	8000	March 29	Through Steamer		April 26	May 2
ASSAYE	7500	April 12	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	April 26	MACEDONIA	10500	May 24	May 30
CHINA	8000	May 10	MAIWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TONS	Leave	Due	Due
HONGKONG	MARSEILLES	LONDON		
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
BAERDIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 " "

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU Capt. K. Soyeda	16,000	WED'DAY, 23rd Oct., at Daylight.
	KITANO MARU Capt. F. E. Cope	16,000	WED'DAY, 6th Nov., at Daylight.
VICTORIA, B.C. and SEATTLE via MOJI, KOBE, YOKKAICHI, and YOKOHAMA	SADO MARU Capt. Asakawa	12,500	TUESDAY, 22nd Oct., at Noon.
	YOKOHAMA MARU Capt. N. Noda	12,500	TUESDAY, 5th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sekino	7,000	FRIDAY, 25th Oct., at Noon.
	NIKKO MARU Capt. M. Yagi	9,600	FRIDAY, 22nd Nov., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	CEYLON MARU Capt. Tozawa	6,000	SATURDAY, 19th Oct.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori	12,500	MONDAY, 14th Oct.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	16,000	THURSDAY, 24th Oct., at 11 A.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. T. Noguchi	5,000	WED'DAY, 23rd Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	9,600	WED'DAY, 23rd Oct., at Noon.
SHANGHAI and KOBE	TOSA MARU Capt. T. Sato	12,000	MONDAY, 14th Oct.

Fitted with New System of Wireless Telegraphy.

Cargo only

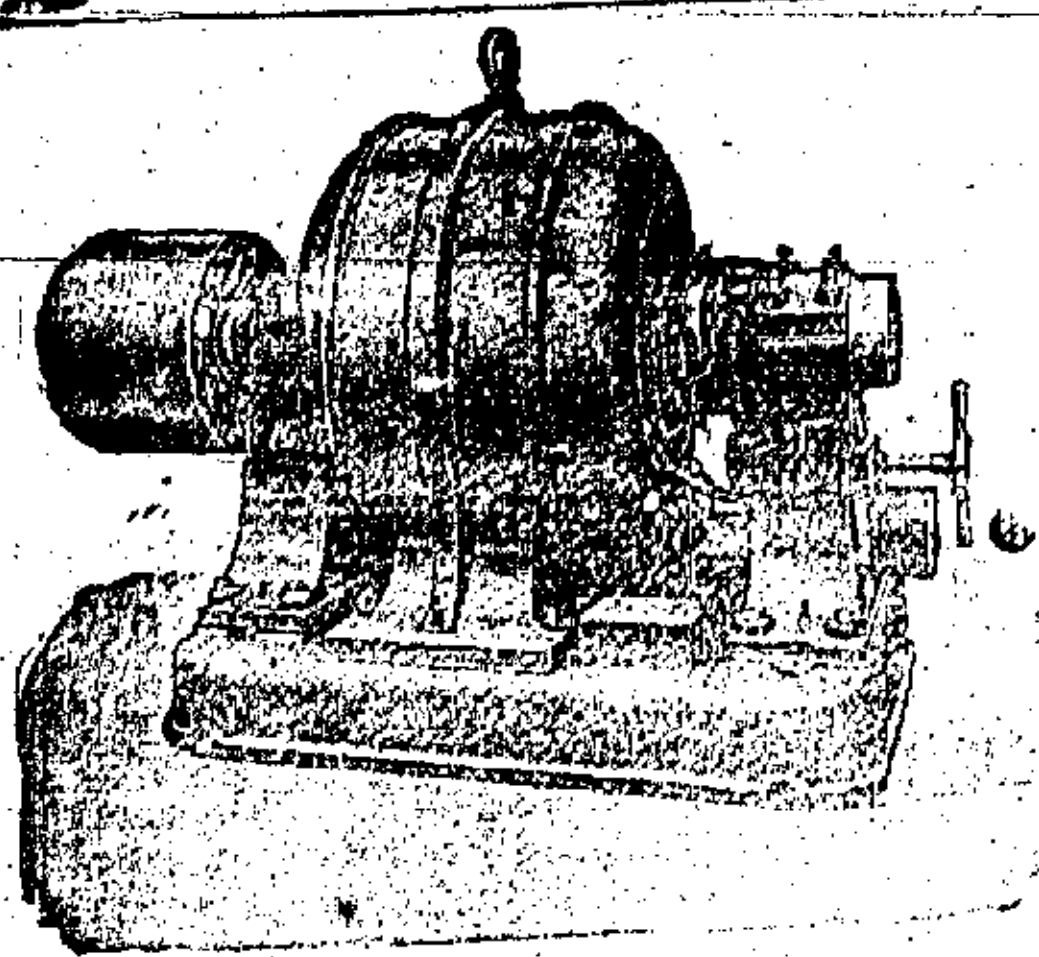
1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG
MISHIMA MARU	16,000	16,000	29th January
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HITACHI	13,000	13,000	12th March
MITASAKI	16,000	16,000	26th March
KITANO	16,000	16,000	9th April
IYO	12,500	12,500	23rd April
HIRANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

FOR AMERICA

HUGO C. A. FROMM, HONGKONG.



ELEKTIZITÄTS
ACTIENGESellschaft

Titan

BERGERHOF
RHLD.

ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Hongkong, 7th October, 1912.

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN,
ARTIFICIAL SILK.

Hongkong, 7th October, 1912.

SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!
RIBBONS in the NEW CHINESE NATIONAL COLOURS
are the latest.

PET. WILH. KROMMES,
LBERFELD.

Hongkong, 7th October, 1912.

POST OFFICE NOTICE

Monday next, the 14th inst., having been declared a General Holiday, the General Post Office will be open from 8.00 a.m. until 9.00 a.m. only.
There will be a delivery of letters and a collection from the Pillar Boxes as on Sundays.
The Money Order Office will be entirely closed.

The Public are requested to have their correspondence addressed to their house numbers and not their house names, as such names are often confusing to Chinese Postmen.

SIBERIAN ROUTE—Superscription unnecessary for Europe.

Letters and Post Cards for Europe will in future be despatched by the route of Siberia unless marked by the sender for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

The Delta, with the English Mail, left Singapore on Saturday, the 5th inst., at 6 a.m., and may be expected to arrive here to-day. This packet brings the parcel mails closed in London for despatch by the all sea route on the 4th September, and for despatch overland on the 11th September.

The St. Albans, with the American Mail ex Mongolia, is due to arrive here to-morrow, at daylight.

The China is due to arrive here to-morrow with the Siberian Mail from London of Saturday, the 21st ultimo.

FOR	PER	DATE
Fort Bayard	Kwang Chau Wan	Thursday, 10th, 8.00 A.M.
Kudat and Sandakan	Borneo	Thursday, 10th, 9.00 A.M.
Japan via Kobe	Iyo Maru	Thursday, 10th, 10.00 A.M.
Shanghai and North China	Typhoon	Thursday, 10th, 11.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Delta	Thursday, 10th, 1.00 P.M.
Macao	Sui Tai	Thursday, 10th, 1.15 P.M.
Shanghai and North China	Chin Hua	Thursday, 10th, 3.00 P.M.
Chefoo and Newchwang	Tientsin	Thursday, 10th, 5.00 P.M.
Hai Phong, Pakhoi and Saigon	Hanoi	Friday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 11th, 10.00 A.M.
Samarang and Sourabaya	Petchaburi	Friday, 11th, 11.00 A.M.
Macao	Sui Tai	Friday, 11th, 1.15 P.M.
Ningbo and Shanghai	Haiyang	Friday, 11th, 5.00 P.M.
Straits and India via Bombay	Techu	Saturday, 12th, 10.00 A.M.
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	St. Albans	Saturday, 12th, 10.00 A.M.
Shanghai, North China, and Japan via Kobe	Ditwara	Saturday, 12th, 11.00 A.M.
STRAITS, BURMAH, CHYLOM, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRITISH		Saturday, 12th,
(Late Letters 10.00 to Noon. Extra Postage 10 cents.)		Printed Matter and Sam-
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		Registration ... 10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		Registration with late fee of 10 cents up to 11.00 A.M.)
The Parcel mail will be closed to-morrow, at 5 p.m.		B.O. ... 9.30 A.M.
		Letters ... 11.00 A.M.
Philippine Islands	Yuenang	Saturday, 12th, 1.00 P.M.
Macao	Sui Tai	Saturday, 12th, 1.15 P.M.
Swatow	Haiyang	Saturday, 12th, 5.00 P.M.
Shanghai and North China	Chin Hua	Saturday, 12th, 5.00 P.M.
Swatow, Amoy, and Formosa via Tamsui	Daikin Maru	Sunday, 13th, 9.00 A.M.
Swatow	Haiyang	Sunday, 13th, 9.00 A.M.
Chinwantao	Onang	Monday, 14th, 11.00 A.M.
Straits and Burma	Okara	Monday, 14th, 11.00 A.M.
Straits, and India via Calcutta	Thongwa	Monday, 14th, Noon
Swatow, Amoy, and Formosa	Tymonook	Tuesday, 15th, 10.00 A.M.
Swatow, Amoy, and Formosa	Haiching	Tuesday, 15th, 10.00 A.M.
Japan via Keelung, Shanghai, North China Formosa via Moji, Victoria, B.C., and Tacoma	Panama Maru	Tuesday, 15th, Noon
(EUROPE VIA SIBERIA)		Tuesday, 15th,
		Printed Matter and Sam-
		Registration ... 10.00 A.M.
		Registration ... 10.15 A.M.
		(Registration with late fee of 10 cents, up to 11.00 A.M.)
		B.O. ... 9.30 A.M.
		Letters ... Noon
Philippine Islands	Taming	Tuesday, 15th, 3.00 P.M.
		Wednesday, 16th,
		Printed Matter and Sam-
		Registration ... 8.30 A.M.
		Registration ... 9.00 A.M.
		B.O. ... 8.00 A.M.
		Letters ... 9.00 A.M.
Swatow	Haiman	Wednesday, 16th, 10.00 A.M.
Shanghai and North China	Chenau	Thursday, 17th, 3.00 P.M.
Wellswell and Tientsin	Huichow	Thursday, 17th, 3.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 18th, 10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

ON	October 9th
LONDON	
Telegraphic Transfer	21 1/2
Bank Bills, on demand	21 1/2
Bank Bills, at 30 days' sight	21 1/2
Bank Bills, at 4 months' sight	21 1/2
Credits, at 4 months' sight	21 1/2
Documentary Bills 4 months' sight	21 1/2
PARIS	
Bank Bills, on demand	26 1/2
Credits, at 4 months' sight	26 1/2
GERMANY	
On demand	21 1/2
NEW YORK	
Bank Bills, on demand	50 1/2
Credits, at 60 days' sight	51 1/2
BOMBAY	
Telegraphic Transfer	156
Bank, on demand	156 1/2
CALCUTTA	
Telegraphic Transfer	156
Bank, on demand	156 1/2
SHANGHAI	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
YOKOHAMA	
On demand	102
On demand—Fees—102 1/2	
MANILA	
On demand	89 1/2
SINGAPORE	
On demand	125 1/2
HATAYIA	
On demand	1/2 p.m.
HAIPHONG	
On demand	71 1/2
BANGKOK	
On demand	71 1/2
SOVEREIGNS, Bank's Buying Rate	\$9.50
GOLD LEAF, 100 fine, per tola	\$50.00
BAR SILVER, per oz.	\$29 1/2
SUBSIDIARY COINS.	
Chinese ... 20 cents pieces	\$4.98 discount
Chinese ... 10 "	\$5.83 "
Hongkong ... 20 "	\$4.80 "
Hongkong ... 10 "	\$5.80 "

MAILS VIA SIBERIA.

London	Due
September 18th	October 9th
September 22nd	October 7th

SHARE LIST.—QUOTATIONS.

HONGKONG, 9TH OCTOBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE, PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.—			
Hongkong & Shanghai Bank Corporation	120,000	\$125	all
China Borneo Company, Limited	60,000	\$12	all
China Light and Power Company, Limited	50,000	\$5	all
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all
Cotton Mills.—			
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all
Dairy Farm Company, Limited	40,000	7 1/2	all
DOCKS AND WHARVES.—			
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all
New Amoy Dock Co., Limited	10,000	\$6 1/2	all
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all
Green Island Cement Co., Limited	400,000	\$10	all
Hongkong Electric Co., Limited	60,000	\$10	all
Hongkong Hotel Company, Limited	12,000	\$50	all
Manila Metropole Hotel Limited	8,000	\$50	all
Hongkong Ice Company, Limited	15,000	Pa. 10	all
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all
INSURANCES.—			
Canton Insurance Office Co., Limited	10,000	\$250	\$50
China Fire Insurance Co., Limited	20,000	\$100	\$25
China Traders Insurance Co., Limited	24,000	\$85.33	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50
North-China Insurance Co., Limited	10,000	\$15	\$5
Union Insurance Society, Limited	12,000	\$100	\$100
Yangtze Insurance Association, Limited	12,000	\$100	\$60
LANDS AND BUILDINGS.—			
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all
Kowloon Land and Building Co., Ltd.	6,000	\$50	all
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all
West Point Building Co., Limited	12,500	\$50	all
Manohapalli to Mijar, Boshen	25,000	Gds. 10	all
Landbouw exploitatie in Langkat			
MINEING.—			
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all
Tromp Mines, Limited	160,000	\$1	all
Heavwood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all
Reab Australian Gold Mining Co., Ltd.	200,000	\$1	all
Peak Tramways Co., Limited	25,000	\$10	all
Philippine Co., Limited	50,000	\$10	all
RAFFINERIES.—			
China Sugar Refining Co., Limited	20,000	\$100	all
Luzon Sugar Refining Co., Limited	7,000	\$100	all
STEAMSHIP COMPANIES.—			
China and Manila Steamship Co., Ltd.	30,000	\$25	all
Donghai Steamship Co., Limited	20,000	\$50	all
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$5	all
Shell Transport & Trading Co., Limited	2,500,000	\$1	all
Star Ferry Company, Limited	21,000	\$10	all
South China Morning Post, Limited	6,000	\$25	all
Steam Laundry Company, Limited	20,000	\$5	all
STORES AND DISPENSARIES.—			
Campbell, Moore & Co., Limited	1,200	\$10	all
Wm. Powell, Limited	15,000	\$7	all
Watkins, Limited	10,000	\$10	all
A. S. Watson & Co., Limited	90,000	\$10	all
Weissmann, Limited	3,000	\$10	all
Gande Price & Co., Ltd.	50,000	\$10	all
Societe des Pulpes et Papeteries du Tonkin	15,000	\$50	all
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all
United Asbestos Oriental Agency, Limited	9,900 only, 100 shares	\$10	all
Union Waterboat Co., Limited	50,000	\$10	all

RUSSIAN.	Daily Wire	4 1/2 per lb., value
Para Rubber in London	Amount	Value. Interest. Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250 7 1/2 p. annum Par.

TO-MORROW
9.15 P.M.—Grand Variety Entertainment—
"The Cook" at the Theatre Royal.

FORTHCOMING EVENTS.
Tuesday, 15th Oct.—
Noon—Hongkong, Canton and Macao Steam-
boat Co., Ltd., Extraordinary Meeting.
Wednesday, 23rd Oct.—
Noon—Canton Insurance Office, Ltd., Meet-
ing of Shareholders.
Wednesday, 6th Nov.—
2.15 P.M.—Meeting of the Licensing Board
at Council Chamber.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
Sale daily at the following Stores:
KOWLOON BOOK STALL, Ferry Wharf
Messrs HUNG CHEONG, Haiphong Road
HONGKONG, 29th October, 1910

THE CIGARETTES OF DISTINCTION.

Egyptian Cigarette Stakes

4-20 BOUTON ROUGE 1
2-80 FELUCCA 2
2-50 NILOMETER 3

ALSO STARTED 12 OTHERS
(Figures preceding names indicate price per 100.)

The Racing Man's SPECIAL
BOUTON ROUGE
FELUCCA AND
NILOMETER
Egyptian Cigarettes

Made in Egypt
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BRITISH AMERICAN TOBACCO CO., LTD.
SOLE AGENTS, HONG KONG.

LADIES' "SPECIALS" Mouthpiece Cigarette.

OBTAINABLE EVERYWHERE \$2.20 per 100.

TELEGRAM

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for Milk."



CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

CLIFFORD WILKINSON'S
TANSAN.

"CHOICEST OF ALL CHOICE WATERS."

"IT PROLONGS THE PERIOD OF YOUTH."

"IT EXTENDS THE SPAN OF LIFE."

Per Case of 48 Half Bottles\$7.25

Dozen of Half Bottles 1.85

Case of 100 Quarter Bottles 9.25

Dozen of Quarter Bottles 1.25

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